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Comment

In the last issue of Customs Today, the Southeast Region reported on the immensely successful Blue Lightning Strike Force which began operating on July 1, 1985. The Customs drug interdiction effort in Florida again took a quantum leap forward when the ultra high-tech Blue Lightning Operations Center opened in Miami on February 11. The center serves as an extension of the Blue Lightning Strike Force, which coordinates the efforts of 25 local, state and Federal law enforcement agencies in the war against drugs. The command center will be manned 24 hours a day and will serve as the central nerve center for all marine enforcement operations in Florida.

In this issue of Customs Today, advances in the war against airborne drug smugglers are also detailed. A veteran Customs pilot traces the Air Interdiction Program from its beginning in the Prohibition era through today's life-and-death, breathtaking air chases over the skies of our southern border.

In an effort to further stop the flow of illegal narcotics into the United States, Customs expanded the citizen-involved "Drug Smuggling Awareness Program" from South Florida to most of the Southeast Region. On April 15, the scope of the hotline was increased to include reporting of potential violations of Customs fraud laws, in addition to suspect drug smuggling activity. The hotline number (800-BE ALERT) will be expanded to the South Central, Southwest and Pacific Regions late this summer.

In this issue you will also read about the Customs Law Enforcement Explorer Program, which now consists of more than 31 posts throughout the nation with over 453 Explorers and 97 advisors. This summer is especially important to many Customs Explorers who will participate in their first Law Enforcement Explorer Conference. At this year's conference in Seattle, Explorers—sponsored by the military, by industrial security firms, local police departments and Federal agencies—will demonstrate the skills they have learned. Customs Explorers will test their skills as they compete against other posts in events ranging from crime scene search to hostage negotiation.

Many of these Explorers are preparing for careers as Customs officers. They have much to look forward to. Few Federal agencies have a mission so diverse.

It is this multifaceted mission that makes cooperation with our law enforcement and international counterparts imperative. In this issue, Director John R. Simpson traces the illustrious history of the United States Secret Service. And my counterpart in France, Customs Commissioner Bernard Gaudillère, describes challenges remarkably similar to those facing the U.S. Customs Service.

Cooperative efforts with other law enforcement agencies—local, state, Federal and foreign—are the best ways to combat the twin threats of drug smuggling and terrorism. These efforts are working. Take pride in the service you are performing for your country.

William von Raab

William von Raab
U.S. Commissioner of Customs

CustomsToday

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On the cover: Customs monitors suspicious vessel traffic from the multimillion dollar Blue Lightning Operations Center—RCA photo.

The Secretary of the Treasury has determined that the publication of this periodical is necessary in the transaction of the public business required by law of the U.S. Customs Service.

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Textile Fraud

By Vicki Hodziewich

Textile fraud accounted for 33 percent of Customs investigative fraud cases during 1985. The fiscal year saw 389 separate seizures with a combined value of more than $30 million. As a result, over $61 million in illegal textile and apparel products were removed from the U.S. market.

The Customs Fraud Investigations Center (CFIC) is enforcing the law firmly, and there is more than a slap on the wrist awaiting violators.

As the restraints on textiles and apparel imports increase, more sophisticated schemes for circumvention of import requirements develop. Current intelligence data, examination, laboratory analysis and investigative findings have established that importers are using the following methods to fraudulently import textiles and apparel:

- **Transshipments:** Textile and apparel products are frequently marked with a false country of origin and then shipped through a country which has either no quota or a liberal one.
- **Misdescriptions:** Garments are frequently misdescribed on the import documents in order to get a more available quota, to fall outside a countervailing duty or antidumping duty order, to get a lower rate of duty or any combination of these factors.
- **Understatement of Quantities or Weights:** Not only does this minimize the payment of duty, but it misrepresents the actual amount charged to the quota, thereby effectively circumventing the quantitative restraints.
- **Split Shipments:** Many of our bilateral agreements provide for an exemption for commercial shipments valued at $250 or less. So one way of circumventing visa restrictions is to split larger commercial shipments into quantities valued at $250 or less in order to enter the merchandise by means of a visa exempt certificate, thereby avoiding the requirement for a valid debited visa.
- **Removal of Country of Origin Labels:** Country of origin labels are being removed after importation into the United States and "Made in the U.S.A." labels are being sewn into foreign-made garments.

Penalties of more than $1.1 million were assessed in the 10 major textile and apparel fraud cases closed by Customs during the fiscal year. In the last 3 years, Customs has closed 36 penalty cases, involving textile imports. These actions have added $11 million in civil penalties to the U.S. Treasury.

Monthly Highlights

January 1985: An importer in New York who had split commercial shipments and fraudulently entered them as informal shipments valued under $250 was penalized $290,306 in civil penalties for violations of 19 USC 1592.

March 1985: Customs published revised final regulations governing textile and apparel importations.

Sam Ko, president of Grace International Inc., was indicted by a Federal Grand Jury charging him with three counts of importing wearing apparel into the United States by means of false and fraudulent documents (18 USC 542). The indictment says that Mr. Ko directed that the understated invoices be presented to Customs in 1980 while he held onto the true invoices which reflected the proper values. Mr. Ko is presently a fugitive outside the jurisdiction of the United States.

May 1985: H. Bailey International, a New York children's wear importer, entered a guilty plea to a three-count charge. The company pleaded guilty to one count of conspiracy and two counts of making false statements to Customs in an attempt to evade quota controls by attempting to fraudulently enter children's wear as infant's wear. The corporation was sentenced to $15,000 in criminal fines.

July 1985: Just For You Apparel Ltd., a North Carolina firm, was convicted on two counts of 18 USC 545 (smuggling) and one count of 18 USC 371 (conspiracy). The corporate secretary was convicted of one count of smuggling and the foreign buyer was charged with one count of 18 USC 542 (entry by false statements). The corporation was sentenced to $30,000 in criminal fines and to make restitution to the U.S. Customs Service in an amount determined by Customs. The individuals were sentenced to confinement (suspended), 5 years probation and $20,000 in criminal fines. They were ordered to pay $11,533.50 in restitution to the Government.

August 1985: 64 additional positions were dedicated to textile enforcement. Among them are one economist, two attorneys, five laboratory workers, 25 import specialists and 31 special agents. The 64 included additional staffing in our foreign offices: London, Karachi, Rome and Panama City. Currently Customs has 56 positions in 12 foreign offices around the world. Bangkok and Karachi were added in 1985. This is almost a 100 percent increase in foreign office personnel in a 2-year period. Most of these Customs officers work all investigative cases, including textile and other commercial fraud matters.

October 1985: John Leon Kopplin, president of Maya Palaca, an Arizona corporation, was sentenced to 3 years probation and a minimum restitution of $9,929.26. The penalties resulted from his guilty pleas to violations of 26 USC 7207 (filing false documents with the Secretary of the Treasury) and 18 USC 2 (aiding and abetting).

November 1985: The first annual National Fraud Conference was held in New Orleans. This inter-regional conference was attended by 170 employees from the various disciplines within Customs who are involved in the commercial fraud program.

Also in November, Winston A. Williams, a Pan American cargo agent in New York, was indicted on 27 counts for the smuggling of wearing apparel from India. On January 8, 1986, after a 2-hour deliberation, the jury in the trial returned a guilty verdict against Williams on all 27 counts charged in his indictment.

December 1985: The general public in North Carolina and South Carolina was advised through the media to contact Customs if they knew of any companies who were switching foreign labels to labels saying "Made in the U.S.A." after rumors of this practice began cropping up in the domestic textile industry. Investigations have begun on all companies suspected of this type of violation. Presently Customs is attempting to identify companies who are participating in fraudulent activities involving imported textiles and apparel. As of February 14, toll-free reports to Customs could be made 24 hours a day to 1-800-232-5378 from North Carolina, South Carolina, Georgia and Florida.

Information provided by the Senior Customs Representative, Karachi, Pakistan, resulted in the seizure of hundreds of dozens of ladies blouses valued at approximately $800,000 (domestic value) and the detention of 3,000 dozen cotton sweaters. An investigation has been initiated to determine the true country of origin.

At the request of the office of the U.S. Trade Representative, members of the Textile Section attended a meeting with the representatives from the Department of Commerce and the Textile Negotiator at the Office of the U.S. Trade Representative. The issue concerned Customs recommendation that the quota exemption for textile and apparel shipments valued under $250 be eliminated from our Textile Bilateral Agreement with Mexico. Customs discussed the widespread abuse of the exemption which allows for commercial shipments of textiles and apparel to be entered into the United States without being charged to Mexico's quota.

When the United States recently increased the informal entry limit to $1,000, textile and apparel shipments were excluded from this increase in order to maintain as much control as possible over textile and apparel imports.

Customs has increased the security measures it uses when inspecting and processing containerized cargo coming into the United States. These procedures, although controversial, were needed to guard against the smuggling of textile and apparel products, as well as other contraband. Containers must be sealed by Customs officers at their first port of entry into the United States, and seal numbers are recorded on accompanying Customs paperwork. Customs officers, inspecting shipments at their destination, check to make sure shipment seal numbers match those on accompanying forms.

The Customs Service is redoubling its efforts to stop fraudulent marking practices and will conduct a major marking initiative. This initiative, which will be operational throughout 1986, is designed to target a wide range of high-risk commodities■

Senior Import Specialist Vicki Hodziewich works in the Customs Fraud Investigations Center.

When Customs personnel visited the importer in this case, children were removing the bibs from the shorts so that the bibs could be sent back to Hong Kong for future shipments. The temporary bibs had been sewn to the front and back of men's shorts which were then invoiced as children's "shortalls."

The United States Secret Service

by John R. Simpson
Director
U.S. Secret Service

President Reagan arrives in Dixon, Ill. his boyhood home, via Air Force One. He greets hundreds of well-wishers at the airport; rides in a parade down Main Street; visits the house in which he grew up; and speaks at the local high school—his alma mater. That same day the President heads back to the White House.

A typical Presidential visit. Such visits occur hundreds of times a year.

Also typical of this visit was that President Reagan was accompanied by Secret Service special agents—at all times. This is true wherever the President travels, in this country or abroad.

To the astute observer, it appeared that these agents were constantly on the lookout for anyone or anything that might possibly harm the President. For many in the public, protection of the President is what the organization is all about.

The President of the United States is only one of many the Secret Service is charged with protecting, but he was the first whom the organization was authorized to protect.

When President William McKinley was assassinated in Buffalo, N.Y., in 1901, he became the third President to be shot in 36 years. The public demanded better protection for its Presidents. As the only general law enforcement agency in existence at that time, the Secret Service was selected for the job.

After the death of President McKinley, Congress directed the Secret Service to protect the new President, Theodore Roosevelt. In 1906, legislation passed making Presidential protection a permanent assignment of the Secret Service.

Today, in addition to protecting the President, Vice President and their families, the Secret Service holds the responsibility of protecting major

During the 40th anniversary of the United Nations, the Secret Service protected more than 80 world leaders, including Prime Minister Margaret Thatcher of Great Britain. Assisting in this monumental task, agents from U.S. Customs provided vital protective support to the Secret Service.

Presidential and Vice Presidential candidates (and their spouses within 120 days of the general Presidential election).

On June 6, 1968, the morning after Senator Robert Kennedy was assassinated while campaigning for the Presidency, the Secret Service was given authorization to protect such candidates. During Presidential campaigns, the Secret Service routinely calls on the U.S. Customs Service to support the protective effort.

The Secret Service also protects visiting heads of foreign states or governments.

At the direction of the President, the Secret Service provided protection for 47 foreign dignitaries visiting the United States during the celebration of the 25th anniversary of the United Nations in September and October of 1970.

The State Department, which normally furnished protection for foreign dignitaries, was not equipped to handle an assignment of such magnitude. This temporary assignment led to the permanent authorization of the Secret Service to protect foreign dignitaries visiting this country as of January 6, 1971.

The United Nations General Assembly traditionally draws the most world leaders to this country. During the 40th anniversary celebration of the United Nations General Assembly in September and October of 1985, which attracted the largest number of dignitaries to one place at any time in history—82 world leaders in all—the U.S. Customs Service furnished invaluable support to the Secret Service.

Prior to the passage of legislation authorizing the Secret Service to protect foreign heads of state while in this country, Secret Service protection of these individuals was made at the discretion of the President of the United States.

Following the United States entry into World War II, the Secret Service was assigned special protective duties made necessary by the war.

Among the notables protected were The Right Honorable Winston Churchill, Prime Minister of Great Britain; Wilhelmina, Queen of The Netherlands, and her daughter, Princess Juliana; Crown Princess Martha of Norway, and her family; and Madame Chiang Kai-Shek, wife of the Generalissimo of the Chinese armies.

The Secret Service is also mandated by law to protect the President-elect and Vice President-elect; former Presidents and their spouses during their lifetime; widows or widowers of former Presidents until death or remarriage; and minor children of former Presidents until the age of 16.

Through the years, the Secret Service has been charged with several temporary protective assignments of unusual nature. During World War II, the Secret Service was responsible for safeguarding precious documents such as the Declaration of Independence and the Constitution.

In 1962 and 1963, the organization protected one of the most famous paintings in the world, the priceless "Mona Lisa," painted by Leonardo da Vinci.

And, in 1970, because of an increase in air piracy, the Secret Service temporarily assisted in providing security aboard American international and domestic airline flights.

Although protection is the most visible and well known of the duties of the Secret Service, it is certainly not the only one.

The Secret Service is charged with a two-fold mission, that of protection *and* investigation. And it is the latter mission for which the Secret Service was created.

By the close of the Civil War, it was estimated that one-third to one-half of all U.S. paper currency in circulation was counterfeit. Within less than a decade of its establishment on July 5, 1865, for the purpose of correcting the grave counterfeiting situation, the Secret Service had sharply reduced the crime in this country.

Over the years this division of the Department of the Treasury, now a bureau, was called upon to investigate many other matters in addition to counterfeiting. A few examples include the Teapot Dome oil scandals, the Ku Klux Klan, Government land frauds in the West, and counterespionage during the Spanish-American War and World War I.

The Secret Service was the first general law enforcement agency in the federal government; as other Federal law enforcement agencies began to form in this country, the investigative jurisdiction of the Secret Service became limited to Treasury-related crimes.

Today, the Secret Service is still charged with suppressing counterfeiting of U.S. currency, in addition to investigating the forgery and alteration of Government checks, bonds and other securities.

In recent years it has become evident that we are well on the road to a virtually cashless society. Due to technological advances, new payment systems have been created, and along with them have come new forms of crime.

As a natural outgrowth of the Service's mission to maintain the financial integrity of the United States, in 1984 the Secret Service was given authority to investigate many of these new crimes—fraud involving the electronic transfer of funds, credit card fraud, computer fraud and false identification documents and devices.

These crimes pose a serious threat to the economic stability of our country, and are increasing at an alarming rate. With the support we have received from fellow Federal, state and local law enforcement personnel, we have made great strides in combating these crimes.

We are confident we will continue to be successful in suppressing these serious crimes as we work alongside our law enforcement colleagues.

The U.S. Secret Service has now been in existence for more than 121 years. Through these years, the organization has achieved great success in carrying out its missions due, in large part, to the support it receives from such law enforcement agencies as the U.S. Customs Service. The Secret Service promises continued reciprocal support to our fellow law enforcement personnel in combating our common enemy, crime in this country■

Blue Lightning Operations Center

by Clifton V. Stallings

Patterned on military war rooms, the Blue Lightning Operations Center boasts state-of-the-art radar and communications technology.

From a high-tech operations center in Miami that resembles a scene from the movie "Star Wars," U.S. Customs officials coordinate the activities of South Florida's Blue Lightning Strike Force, a first-of-a-kind, multi-agency drug interdiction team that combines the efforts of 25 state, county and local law enforcement agencies, as well as Customs and the Coast Guard.

The center is known as the Blue Lightning Operations Center (BLOC) or Joint Marine Interdiction Command Center (JMICC). It was officially unveiled February 11, 1986, by Commissioner of Customs William von Raab, who called it "a massive step forward" in the war against drug smuggling in South Florida.

Based on a concept proposed by Special Agent Jim Connelly of the headquarters Marine Operations Branch, RCA developed the center for the U.S. Customs Service. RCA built on the experience of 30 years of designing similar systems for the Department of Defense. BLOC's surface detection and communications capabilities are said to be matched only by military defense systems.

BLOC is fed by a system of radar coverage, including radar aerostats and shore-mounted stations, that provides 24-hour coverage of South Florida's coastal waters. The radar input is monitored at computerized consoles that can convert the data into graphics and display it on the 5×7 foot viewing screens that dominate the center's dimly lit operations room.

The computerized terminals also allow quick access to stored intelligence information and other federal drug intelligence computers.

Blue Lightning patrol boats are being equipped with special transponders that can keep BLOC advised of their location at all times, allowing officials at the center to coordinate the best and most efficient response to target detections. All patrol boats, federal, state, county and local, are being equipped with special voice-privacy radios. This enables BLOC to coordinate intercepts without fear of outside monitoring, and also permits secure communications between all of the Blue Lightning patrol boats on station, regardless of which agency they represent.

Only 12 days after it was activated, BLOC was able to utilize its radar and communications capabilities to coordinate a nighttime sea chase off the West coast of Florida that resulted in the seizure of 17 tons of marijuana and two vessels, and the arrest of four suspects.

Clifton V. Stallings is Customs Public Affairs Officer for the Southeast Region.

Interview with the French Customs Commissioner, M. Bernard Gaudillère

What is your opinion of U.S. Customs new investigative responsibilities in foreign countries under the recently passed Export Administration Amendment Act of 1985?

The desire of the American authorities to extend investigations abroad is certainly motivated by a sense of effectiveness.

It is not possible, indeed, to apprehend all illegal exports right at the time of shipment and diversion of exported goods may well take place once they have left the country.

It is many times useful, also, to find out how high-technology goods have been derouted.

However, this American approach to law triggers the delicate problem of national sovereignty in the country where investigations are supposed to take place. It would suppose, as well, that French law permits the possibility of a foreign service conducting investigations in our country. There is no provision of this kind in French law.

Furthermore, there is no definite necessity for American agents to act on French soil when there is already a very close cooperation between French and American Customs giving extremely good results.

Personally, I do whatever possible to promote even further the links between our two agencies. New initiatives in this field, including precisely the possibility of associating American agents with their French counterparts, will have my full support.

How are technology exports controlled in France?

In French Customs, goods may be controlled by inspection teams at the Customs offices or by investigation teams anywhere in the country.

Companies dealing in sensitive goods as well as the trade patterns of such goods are usually well known to the respective inspection team. This enables the team to build up an effective surveillance system to be strengthened in the near future by back-up investigations.

It also should be mentioned that the inspectors and agents involved with sensitive goods have considerably increased their expertise recently.

To efficiently detect fraud, you need adequate information and training. I lay therefore a great deal of importance on cooperation and sharing of information within the agency.

To achieve systematic detection of fraud, you need customs control at the time of exportation but you need also nationwide and round-the-clock investigations to back up these controls.

What do you think of the concept of tracking currency movements as a means to investigate narcotics traffickers?

The movements of monetary instruments play a significant role in the interdiction of drug smuggling. They often reveal illegal transactions.

The Currency Control Act empowers French Customs to detect abnormal transactions related to drug smuggling. This technique is a common tool and French Customs have on several occasions used it to help their American counterparts.

Do you think that the illegal exports of high technology would be weakened by adopting control statements, e.g. verification of consumption and verification of final destination?

In France, exporters are compelled to declare the country of destination. By doing so, their legal responsibility is involved.

If it is the "End Use Certificate" procedure you have in mind, which enables Customs to control on the premises the goods involved, it can be said that such a procedure tends to excessively multiply the binding documents required here and there. Such a multiplication tends to generate a devaluation of both obligation and respect for the commitment.

Of course, there is a need for binding obligations. They have the merit of giving the exporters a very precise idea of their duties. On the other hand, it makes it easier for Customs to establish violations. The physical control performed by Customs officers at the border or at the premises is an essential part of this procedure. It is therefore essential that a good cooperation prevail between the Customs departments of countries of destination.

I am particularly concerned with this problem, which is not an American problem only. It concerns and has concerned my country for a long time. There are French technologies which are envied and which we have to protect, such as RITA. The same goes for military equipment, where technological improvements are essential and where we have to be most vigiliant.

What is the scope or extent of your involvement, or interaction, with the European Community Customs in that particular field?

To interdict customs frauds and especially high technology evasion, French Customs maintain very close links with other customs administrations of the European Community.

It is one of the priorities of the French Customs Attaché in London, Brussels, Bonn, Rome and soon Madrid, to keep such a liaison effective.

Frequent operational contacts between the investigations offices of the European Community are also maintained.

Does French Customs have anything like our Operation Tripwire?

No. We analyze, in France, the American experience and its merits, and make assessments to consider a possible transposition of Tripwire in our system, taking into account the particularities and functioning of French Customs.

And furthermore, there is already a close cooperation, in Europe, between services engaging in combating fraud of sensitive goods.

Where have you deployed the vapor detectors recently transmitted to you from Customs?

The Wind Tunnel, so obligingly given on loan by U.S. Customs, will be incorporated in the frame presently under construction.

We hope to have it operational, shortly, in the Charles de Gaulle airport in Paris.

Are narcotics a growing problem in France? What is the policy conducted by your country in this field?

The increase of drug seizures and of the number of persons apprehended in France and in the world at large, the connection of drug frauds to other crimes, the future of private individuals and of a society faced with drug abuse are a permanent concern to the authorities of my country.

In 1982 an intergovernment committee was established to fight drug abuse. The committee had to harmonize the actions taken by the different departments engaged in drug enforcement and prevention.

In 1985 this committee came directly under the Prime Minister. The French Government reaffirms clearly, by doing so, its determination of an all-out war against drugs.

The main features of its policy are drug interdiction and prevention of drug abuse. This will be achieved by strengthening international cooperation and by increasing significantly the existing equipment of enforcement agencies and of Customs especially. It will further be achieved by rehabilitating former drug addicts and by creating local committees engaged in drug abuse activities.

As you can imagine, French Customs play a major part in carrying out this policy. It should be mentioned that in 1985 Customs seized over 80% of all illegal drugs in my country.

In the war against drug smuggling, Customs services are often attacked for not being effective enough. What can be done within the framework of our Franco-American agreements to improve this situation, not only with regard to intercepting drugs and smugglers, but also the financial flow which is its counterpart?

My country believes that the scope of the new Franco-American Customs Assistance Agreement, presently under negotiation, should remain very broad and that it should not refer specifically to anti-drug activities.

But my country also and most definitely favors more effective working schemes in this particular field.

The French law was recently amended in order to make possible the seizure of monies originating from drug trafficking. This law is now in effect. It should be added that on top of that, French Currency Control gives us the possibility to seize all illegal transfers of money.

The United Nations are considering ways to solve this problem on an international scale also.

Considering that the Franco-American treaty is more than 50 years old, and with the experience acquired thereof, would you say we can foresee in the future combined customs clearance stations which would expedite the clearance formality?

France has largely helped develop joint customs offices. This formula is especially effective if you want to control a non-stop flow of cars on land borders.

But whatever type of joint office you consider, the operational costs of Customs and Immigration will be considerably higher, due to the number of officers posted abroad.

The idea of joint officers between France and the United States is very audacious since it would, apart from the problem of officers detached abroad, necessitate new binational customs structures in ports and airports.

Such a scheme should nevertheless be studied if it could facilitate formalities between our two countries.

Do you think that Customs control in one station or building would be more effective due to the close contact of each service—French and American?

Of course, Whenever a joint Customs office is well planned and cooperation becomes a daily routine, it is obvious that contacts are easier and controls more effective.

Do you foresee an exchange of officers to serve for a given period in the sister department, as is customary in the army, will be fulfilled in the future?

In the past, we have never considered the possibility of detaching French Customs officers to the United States Customs.

One of the reasons is that the procedure is rather complex for long-term detachment which involves the approval of several government agencies.

However, the procedure being easier for short-term detachments, such a solution would be more appropriate.

I am personally all in favor of such an attempt and hope that we can materialize it in the near future.

Would it be beneficial for both the French and the American Customs services?

The exchange program started in 1972 between French and West German Customs is a good example. This program is very productive and the exchange of officers contributes to closer links between the two Customs as well as a better understanding of each one's methods and investigation techniques.

Can you tell us briefly what is the role and place of French Customs in the French Finance Ministry?

French Customs have traditionally a threefold responsibility which is in the fields of economics, revenue and public safety.

To protect the economy is a very difficult task, including general customs operations, currency control and the international trade statistics which we compile, edit and disseminate.

Tariff and quota regulations are now a responsibility of the EEC. All in all, it is a delicate task but I must say that we have modernized drastically our

methods so as to implement effectively the very complicated Community regulations.

In 1984 Customs collected 226 billion francs (i.e. $30.7 billion) of which 48% derived from oil taxation and 43% of value added tax on other imported goods. All in all, the total receipts represent 22.4% of the fiscal revenue of our country.

Next to customs and revenue responsibilities, I should mention the other tasks already pointed out in this interview: drug abuse interdiction and control of exportation of strategic goods.

Other duties to be mentioned are:

—Surveillance of transport of hazardous merchandise, illegal immigration, protection of the consumer, safeguard of the national cultural heritage.

With its 21,000 employees, French Customs ranks third in the Ministry behind the Directon des Impôts (the equivalent of the IRS) at 89,000 and the Direction de la Comptabilité (equivalent to the Fiscal Service of the Treasury), which like Customs, have field offices.

Customs is in close contact with these agencies, as well as with other Treasury agencies, such as the Direction du Budget (equivalent to the OMB) and l'Institut des Statistiques et des Etudes Economiques (equivalent to our Census Bureau)■

Note: On April 8, 1986 Jean Weber succeeded Bernard Gaudillère as Director General of French Customs.

Operation Buckstop

Huge sums of money to purchase illicit narcotics leave this country, logic suggests. Operation Buckstop builds on this premise, uniting the expertise of Customs special agents and Contraband Enforcement Teams (CET's) in an outbound currency program. The Customs officers concentrate on passengers and cargo heading for drug source countries. Buckstop produced $23.7 million in cash seized in just the first 3 months of 1986. The Care Bear alone hid $160,000 in cash that a woman heading for Colombia failed to report to U.S. Customs.

Customs Drug Screening Program

The U.S. Customs Service began implementation of the Customs Drug Screening Program in June 1986. The decision to initiate drug screening was made only after months of research into the technical merits of the process, as well as the legal and regulatory issues.

The reason for initiating a drug screening program in the Customs Service relates directly to our mission. The use of illegal drugs has become a nationwide epidemic, and Customs is charged with stemming the tide of illicit drugs entering this country. As a result of our mission, Customs employees, more than many other Federal workers, are routinely exposed to the vast network of organized crime that is inextricably tied to illegal drug use. Many Customs employees are, by virtue of their assignments, in contact with this criminal element, as well as with illegal substances themselves.

For these reasons, Customs has a special responsibility to ensure that its workforce remain drug-free. Drug screening has proven to be an excellent deterrent to the use of illegal drugs. Further, when sophisticated laboratory methods are used, drug screening is technically valid and accurate.

The Customs Drug Screening Program will cover the range of drugs which are most widely subject to abuse in our society. Although this range may change, just as drug abuse patterns change, at the current time, the drug classes to be included in our program are: cannabinoids (marijuana); amphetamines; cocaines; opiates (includes heroin and morphine); and phencyclidine (PCP).

The collection of samples will be handled under strict "chain of custody" procedures, wherein the sample is fully accounted for at every stage of the process. This collection procedure has been designed to ensure that sample mix-ups cannot occur.

The laboratory procedure is two-tiered. All samples will first be subject to a test using a methodology known as immunoassay. Those samples testing positive will be further tested through a process known as gas chromatography/mass spectrometry (GC/MS). This technical approach represents the most sophisticated and error-free method currently available. It has been widely used, with great success, in military drug screening, where millions of samples are tested each year.

The GC/MS test is extremely accurate in identifying specific metabolites in the urine. With proper interpretation of the results, it is virtually impossible to have "false positive" readings. False positives occur with less sophisticated tests and/or improper interpretation of test results, when certain kinds of food or medications are erroneously interpreted as evidence of ingestion of illegal drugs. Most of the stories appearing in the media about mistakes in drug screening occurred in programs which used only one test, and did not use GC/MS.

The drug screening program will require drug screening prior to placement in certain occupations, i.e., those meeting one of the following criteria: positions with duties relating directly to drug interdiction or enforcement of related laws, positions which require that firearms be carried, and positions in which the incumbent has access to classified information. Candidates tentatively selected for these positions will undergo drug screening prior to final placement in the position.

Under the drug screening program, current employees will not be required to undergo drug screening unless they apply and are tentatively selected for a position covered by the program.

The Customs Service has been known throughout the law enforcement community as an agency whose employees demonstrate noteworthy integrity. Implementation of a drug screening program in the Customs Service will set an important example in our country's struggle with this most serious threat to our national health and security■

Spreading Our Wings: The Customs Air Interdiction Program

by Al Wenzlaff

Dedicated to the memory of Customs Pilot Morley Miller, who gave his life in the battle against the air smuggler.

The Customs OV-1C Mohawk casts a shadow near the smuggler aircraft on a clandestine airstrip in Arizona.

The Customs Service has a history of "firsts" in the field of Federal law enforcement. None is so unique as its Air Interdiction Program and certainly no other law enforcement entity neither Federal, state or local has produced the results that this small group of dedicated professionals has generated.

The concept of aerial surveillance and protection of the U.S. borders can be traced back to 1919 when the Army Air Service organized a patrol to protect the entire length of the southern land border against raids by Pancho Villa and other Mexican bandits.

This vandalism was stopped by June of 1921, and the Air Patrol, consisting of 175 flying officers and 85 planes, was disbanded.

In the early 1930's a small unit of the Bureau of Customs, equipped with confiscated airplanes, was put in operation on the Mexican border to combat air smuggling (35 planes were seized for penalties or forfeiture during 1932 alone). Smuggling by aircraft is not a new method, although the modern day air smuggler has certainly kept pace with aviation technology.

During the latter 1960's considerable intelligence confirmed that smugglers had established major air smuggling routes along the entire southern border of the United States.

In response to this escalating problem, the Congress in 1969 authorized the establishment of a Customs Air Interdiction Program. Three goals were set for the air program: 1) reduce the level of smuggling by aircraft, 2) increase the risk and cost of smuggling by aircraft and 3) improve the detection and apprehension of aircraft, vessels and vehicles engaged in smuggling.

"You have the right. . ." Customs Pilot John Casanova advises the violators of their rights. —Sonora, Texas

Smuggler pilot wearing "Customs jewelry." Note the beer containers in the background. Customs officers used a six pack in the violators' pickup truck to put out a fire on the smuggler aircraft. The blaze started when the smugglers fired their guns during an attempt to run down Customs officers. —Sonora, Texas

Customs relied on various light aircraft, used primarily for surveillances. The aircraft had no sensor systems for acquisition or tracking of suspect aircraft and could only compete against the slower small aircraft in daylight hours.

At this time, the Air Interdiction Program was within the Customs Agency Service. Customs pilots were primarily agents and secondarily pilots.

In early 1973 the Customs Service acquired eight military aircraft. Four were Navy S-2's with radar and infrared systems. These aircraft were slow and had medium endurance (6 hours). The other four aircraft were Army OV-1C Mohawks, twin engine turboprop aircraft retrofitted with prototype high maintenance forward looking infrared sensor systems (FLIR). These aircraft, supplemented with planes obtained through judicial forfeiture, formed the nucleus for tactical interdiction units in Miami, Corpus Christi, Tucson and San Diego. At this time, Customs began hiring personnel with primary expertise as pilots, with investigatory background as secondary criteria.

It takes all the elements playing together to make up the Air Interdiction System. The "glue" that cements it all together is C-3 (Command, Control and Communications). The Customs aircraft have a redundancy of radio types—it is not uncommon to be on four different type radios simultaneously.

Until fiscal year 1981 the total manpower in the Air Program did not exceed 63 pilots, 54 air officers and 15 supervisors (a smaller force than the police department of Corpus Christi, Texas!).

To put their responsibility in perspective: Each officer was responsible for 4,500 square miles of border related territory.

In FY 1980 Customs was authorized to develop a true interdiction program. The modular test was performed in Florida and proved successful. Once again, a dedicated few were instrumental in spreading the wings of the Customs Air Program even further.

Consider the Congressionally mandated goal of *increasing the risk and cost of smuggling by aircraft.*

The price paid by the "narcotics air smugglers" while adhering to their motto: "We Fly Low to Keep America's Heads High" is reflected by these statistics from 1975 through 1985:

—1,494 narcotics related air crashes (1 every 64 hours)

—661 fatalities (1 every 144 hours)

These figures represent the ultimate price. By comparison, Customs has sustained two fatalities (in one crash) since the inception of the program. This price is too high but it is a risk associated with spreading our wings!

To comply with the mandate of Congress to increase the cost of air smuggling our air personnel tabulated these results from FY 1980 through FY 1985.

These results were achieved with a total Air Program strength of not more than 254 people and a fleet of 79 aircraft.

Air Program Results, FY 1980-85

539	aircraft seized
62	vessels seized
340	vehicles seized
18,684	pounds of cocaine seized
1,036,023	pounds of marijuana seized

What does it take to produce an air interdiction statistic? Let's look at a composite of an air smuggling case complete with its frustrations.

The setting is the southwest border area. This means no low level radar coverage. The geographical environment includes some of the most hostile terrain on earth—mountains, desert, vast rangeland, semitropical areas, rice paddies, pine forest and large cities.

The boundaries of a single aviation branch consist of the Oklahoma border on the north, Texas-Mexican border on the south, Gulf coast from Palacios to Brownsville and the Pecos river to the west—300,000 square miles! Coastline—220 miles; 405 public and private airports; 45,000 licensed pilots and 21,000 aircraft.

It includes six designated airports of arrival and four international airports. These airports process more than 21,000 general aviation aircraft arrivals each year.

To cover this area San Antonio Air Branch has six pilots, six air officers and three supervisors available along with five fixed wing aircraft and one helicopter.

Smuggling Scenario

Proceeding with the case scenario—one of the air officers has received information from a previously reliable source that a Beech Twin Bonanza (T-Bone) aircraft is being utilized to smuggle narcotics from Mexico into the United States. The aircraft is presently based at Corpus Christi.

After a 45-day surveillance, an affidavit is prepared requesting a court order authorizing Customs officers to enter the T-Bone aircraft and covertly install electronic tracking devices.

In effect, the facts outlined in the affidavit must be of sufficient weight to convince a Federal judge or magistrate that a *crime is going to be committed.* The installation order is signed by the Judge and clandestine entry is made between 1 and 4 a.m.

Crime scene forensics—It rained Customs airplanes on the strip. The late Morley Miller, Customs pilot, stands at the left with other air program officers reviewing documentary evidence. —Sonora, Texas

Filled with marijuana, this aircraft crashed near College Station, Texas. The pilot did not survive.

After several false alarms—local flights within the United States—the suspect T-Bone leaves at 5 a.m., 15 days after the tracking devices have been installed.

The suspect enters Mexican airspace at an altitude of 300 feet. Customs aircraft cannot follow the suspect into Mexico since there is no treaty permitting U.S. Customs aircraft to operate in Mexican airspace.

A "return window" is computed and Customs aircraft are prepositioned for detection and intercept. Since the offload site is unknown, prepositioning and launch times for tracking and apprehension are critical.

Shortly after sunset the suspect's electronic signal is picked up and the interceptor (a sensor equipped Cessna Citation) is launched and intercepts the suspect aircraft crossing the border on

the Rio Grande River at an altitude of 200 feet.

The suspect is running with no lights and no flight plan on file. These factors are prima facie evidence of smuggling and the aircraft is subject to seizure and forfeiture from this point on.

At this time, the Customs crews have been on duty more than 16 hours and the enforcement action is just starting! The aerial chase continues and the Customs tracker, a Beech King Air with infrared detection sensors, is vectored by the Citation to assume the primary tracking of the suspect while the Citation breaks off to refuel and leapfrog ahead. The Customs helicopter, a UH-1M "Huey" is now launched in anticipation of an imminent apprehension.

The suspect aircraft continues on his general heading (northwest) and is now flying at an altitude of 500 feet above the terrain. The time is 11:15 p.m. and the helicopter has to land for fuel. We guessed wrong!

During this time, law enforcement elements are being alerted along the flight path since we are now a long way from any Customs units. The Citation is refueled and is airborne again.

At 12:35 a.m. lights are observed on the ground at an abandoned military emergency landing strip and the suspect aircraft begins to maneuver in preparation for landing. Local law enforcement units are directed to the strip but are still 15 to 20 minutes away. The Customs pilot is faced with the decision to land on the strip with the tracker aircraft and no other support except for a three man crew.

A quick look at the area indicates only one truck on the strip. The decision is made to land. The Customs King Air completes the landing and taxis up to the suspect aircraft to block any takeoff attempt.

Customs' landing and taxi lights illuminate the suspect aircraft and the load vehicle. The pilot is stuck in his aircraft because the load of marijuana is blocking the aircraft door. The ground crew runs from the scene into the neighboring field.

The Customs crew notifies local law enforcement of the situation, unloads the suspect aircraft to extract the pilot, search and handcuff him and contacts the Citation aircraft to provide night vision assistance to the law enforcement officers.

The landing site is close to a state correctional facility which has a pack of bloodhounds available. While the Customs Citation, local law enforcement officers and the bloodhounds are all converging on the scene, the Customs pilots and air officer begin a preliminary crime scene forensics operation.

In addition to approximately 1,100 pounds of marijuana, two automatic weapons were found in the truck. This discovery evoked some unprintable responses from the Customs crew who were prohibited by the prevailing firearms policy from carrying automatic weapons.

The bloodhounds finally flushed the ground crew. The statistical score for the case:

—twin engine aircraft	Value $42,000
—pickup truck	$6,500
—U.S. currency	$36,500

—1,105 pounds of Marijuana

—three arrests—two ground crew sentenced to 5 years each. Pilot received 5 years probation. He was killed 2 years later when his aircraft, loaded with marijuana, crashed in dense fog.

The goal of improving the detection and apprehension of aircraft, vessels and vehicles engaged in smuggling is being addressed but still has a long way to go. Some improvements have been made as a result of increased Department of Defense participation in the detection process.

Budget increases to acquire aerostats with downward looking radar, additional airborne detection platforms, integration of a fleet of eight Customs high endurance trackers (CHET) with infrared sensors and target acquisition radar as well as an increase in Air Program personnel have been authorized. All of these enhancements contribute to spreading our wings ever further.

The goal to reduce the level of smuggling by aircraft remains elusive. Narcotics trafficking has become a tool of terrorism and international policy. Some countries are controlled by narcotics smuggling organizations. Therefore, achieving this goal requires more than an enhanced Air Interdiction Program. It requires a total Customs effort buttressed by legislative and judicial support on the Federal, state and local levels. Finally, it requires a national will to provide the ultimate input by reducing the demand for narcotics and demanding freedom from the spectre of mid-air collisions and crashes in populated areas by air smuggler aircraft■

Senior Special Agent Al Wenzlaff works in the Office of Aviation Operations.

Centralized Examination Sites

by Robert L. Sproule and
Cherise L. Mayberry

Charles Gregorich inspects a shipment of foodstuffs, as dock worker observes, at one of the four centralized examination sites in Chicago.

A new national program has joined Customs initiatives. Upon implementation it caused quite a bit of concern in the trade community with its sweeping changes in the way of processing truck and rail shipments in major ports. Yet it is a logical outgrowth of a successful nationwide program already in place.

The acronym is CES, for Centralized Examination Sites. The CES program is an outgrowth of the national devanning program. It takes the concept of of centralized devanning to the next level: centralized examination of *all* merchandise shipments arriving at the port by indirect means and direct breakbulk shipments which are not processed at the importing carrier's premises. This includes all arrivals by truck and rail and some arrivals via air and water. Direct arrivals via air and water are still examined at the place of arrival.

"The port of Chicago is the first *major* inland port that has gone totally central examination site facilities," according to Chicago District Director Richard Roster.

"Encouragement came from headquarters and our Regional Commissioner, last year, asking that we consider the program," said Roster. "With the ceiling cuts we'd already made in the inspector ranks and more to come we couldn't afford not to give it serious consideration."

"Prior to CES," said Roster, "our inspectors processing truck and rail shipments were physically stationed in eight places. We had 44 container stations, of which 14 were given daily service; there were also 210 truck or rail sites that we serviced; 18 were daily stops. There were also 43 warehouses for a total of 305 sites. We no longer could afford it."

According to Roster, the port of Chicago inspectors servicing truck and

rail were spending 30 percent of their time traveling. It was clear that the more efficient option would be to have the freight come to the inspector instead of the inspector chasing the freight.

Senior Program Officer Thomas Winkowski in the office of Cargo Enforcement and Facilitation at headquarters said, "The port of Chicago, prior to the CES program, had unique problems in that they serviced over 300 locations on a full-time or part-time basis. They saw a need to take the centralized devanning issue one step further by consolidation of a large portion of their examinations."

"With our CES program we don't have inspectors stationed anywhere in the truck and rail operations except at those four sites. Any shipment we want to look at, whether 100 percent or one carton within the container, goes to CES," said Roster.

Acording to Winkowski, the Service would like to go nationwide with the program and have it fully implemented by the end of 1986. The port of Chicago has played host to a number of District Directors from throughout the country who are interested in the program.

The program operates as follows: manifests for arriving merchandise must be reported to Customs at the central examination site within the geographic area of the carrier. After this mandatory manifest reporting, entry filing and examination (when necessary) may take place at any of the central exam stations without restriction (based on the importer's or broker's choice).

To avoid the possibility of three different exam station locations in the same entry transaction, the entry must be filed either at the geographic location where the manifest was reported or at the intended examination site (if examination is needed). This concept of free choice was implemented to keep the stations competitive with each other and to avoid any charges of favoritism. It appears to have been successful.

Upon receipt, an entry is processed through the Automated Commercial System (ACS) at the CES. If general examination is indicated and no override is needed, the broker or importer is immediately notified of release. If intensive examination is required, the broker or importer is so notified and requested to make the necessary arrangements to move the merchandise to the central examination station which was previously designated on that entry.

Shipments requiring examination may be moved from the arriving carrier to the examination station by the delivering carrier, a bonded cartman or direct pickup by the central examination site proprietor. Since all the CES's are also bonded container freight stations, the merchandise control document is the container freight station permit to transfer as specified in the Customs Regulations.

Benefits resulting from this program include:

—Improved utilization of inspectional resources (recovery of staff time previously lost in nonproductive driving)

—Monetary savings in inspectional vehicle use;

—Higher quality examinations, bringing improved enforcement results, more Section 592 activity, detection of quota and marking violations, visa violations and more revenue recovery;

—The ability to perform more intensive examinations when needed (the previously scattered locations were seldom suited to intensive examinations);

—Better inspectional supervision;

—Better environment for CET operations and import specialist merchandise examinations;

—Faster turnaround on release of general examinations (usually the same day and not over 24 hours);

—Improved control of general order merchandise.

Chicago was the first port implementing CES where there was significant impact on the importing community due to the high volume of freight and containers processed there.

"The local Brokers Association, which resisted the program at first, has been very cooperative in changing over to it," said Roster. "The CES program was initiated at the port of Chicago in January of this year and has proven to be very successful. It is efficient in that we can guarantee a 24-hour turnaround on entries that are input through selectivity and come up as general (indicating that Customs is no longer interested in the shipment other than for document review), and currently we are running approximately 83 percent general examination entries."

According to Roster, the key to the program is having the ACS selectivity terminal on site at each CES along with trained Customs staff.

The four sites were selected by a process which included public notification and a mass mailing inviting all interested parties to apply. More than 30 replies were received and scored on a 15-point scale according to centrality of geographic location, neutrality of the location (unrelated to a carrier, forwarder or broker), adequacy of the facilities and past performance (if any) of the facility operator.

The highest scored facilities were then invited to enter into an agreement with the District Director. Each was required to furnish suitable Customs office space, furniture and equipment including terminals for ACS cargo selectivity use■

Robert Sproule is an operations officer, Inspection & Control, North Central Region, while Cherise Mayberry has been selected Public Affairs Officer for that region.

100,000 Miles a Year: An Interview With the Assistant Commissioner, International Affairs

For a kid who grew up on a West Virginia farm, James V. Shaver has gone a long way. In some ways, a little longer than he'd like.

"Some people think travel is fun," Shaver states. "I can guarantee that in this job it is all work."

Since 1983, he has been Assistant Commissioner of the Office of International Affairs, which coordinates and oversees all Customs international activities, with the exception of investigations. His job takes him to the far corners of the earth.

If he had his druthers, however, he'd spend far more time in Washington, where he has lived for 16 years, or at the Shaver home near Fairmont, West Va. (pop. 24,300), on the farm where he was reared.

The land has been in the Shaver name since the War of 1812, part of a land grant to his great, great grandfather, a lieutenant in the U.S. Army.

He and his wife, the former Florencia Arispe of Peru, and their son Jason share an interest in camping: "Nothing fancy, pretty basic back-packing," he says. "We have a small tent, one of those nylon jobs, with a floor."

He loves to fly and once held a single-engine pilot's license. But those days have taken wing.

"No time to fly now," he says, "except commercial."

* * *

When did you become head of the Office of International Affairs.

Nearly three years ago.

Before that, what were you doing in Customs?

I was Regional Commissioner of the South Central Region in New Orleans for one year. Immediately prior to that, I worked on the Commissioner's task force for the Automated Commercial System. I was one of the three people who started it.

At the same time, I was managing the Office of Saudi Arabian Programs. As a matter of fact, when I moved to New Orleans, the Saudi Ministry of Finance asked Commissioner von

Raab if I could continue management of the Saudi Arabian program.

The Commissioner said yes, so I wore two hats.

What path led you to Customs?

There was no direct path. My background was primarily telecommunications. I was with the C & P Telephone Co. of West Virginia for about 10 years. I started out as a coin-box collector, taking nickels and dimes out of pay phone stations.

I left the Bell System to join the Continental Telephone Corporation, then the third largest U.S. independent telephone company. Continental sent me to Jamaica to manage their Caribbean properties.

After three and a half years of that, I came to Washington as Continental's vice-president of governmental affairs. I left to join the Federal Communication Commission's trial staff investigating AT&T. When we turned our findings over to an administrative law judge for his determination, I began looking for something else to do.

A friend of mine suggested I talk to John Hurley and Mike Acree because they were in the throes of reorganizing the Customs Service. I joined Customs as a management analyst in 1974.

What do you like most about what you are doing now?

I think meeting and dealing with foreign governments in the interest of the United States and being able to assist the Commissioner and the Deputy Commissioner with deciding policy of the U.S. Customs Service and promoting that policy throughout the rest of the world.

Have you ever had dealings with the Japanese?

Yes. We have a memorandum of understanding with the Japanese Customs Service. That is a couple of levels lower than a bilateral agreement and it is primarily because of the limited responsibility the Japanese Customs Service has vis-a-vis the U.S. Customs Service.

If the Japanese government invested more authority in the Customs Service it would be a lot simpler for American exporters to sell their goods there.

Now a U.S. exporter shipping products into Japan may have to go through five, six, as many as a dozen different Japanese agencies to get his goods released. We have talked to the Japanese a lot about our concern for these nontariff trade barriers.

Under these circumstances, trading is very, very difficult.

I know you have to travel a lot. What do you do on these trips?

What I do for the most part is represent the Customs Service in the absence of the Commissioner or the Deputy Commissioner in international forums. I travel in excess of 100,000 miles a year. That means being away from the office about one-third of the time.

I understand you initiated discussions on the enforcement program in China. Did you have to go to China to set this up?

Our State Department had been working with the People's Republic of China on a growing problem involving transit of narcotics. So I went out with the training team to kick off the first narcotics interdiction training the year before last.

Any apparent effect?

Yes, they have been able to detect a greater supply of narcotics coming in than they had anticipated. As a result, they have been able to make some ar-

rests and increase the number of narcotics seizures.

Why would narcotics traffickers move the drugs through China?

They will try any route that they can get to transit their drugs.

Going from East to West, I understand that you have also been on an antidrug mission since the Bonn economic summit. What was that?

That's been an unexpected byproduct. At the Bonn economic summit last spring, narcotics were not even on the agenda. However the subject came up during one of the discussions among the eight heads of state who were there. It took up nearly a half day of discussions. We felt that was phenomenal for an item that wasn't even on the agenda, because the agenda is tightly controlled minute by minute.

Was it our people who brought up the subject?

We were instrumental in it, but it was the result of a very serious discussion between Prime Minister Thatcher, President Reagan, the Chancellor of West Germany and to a lesser extent with leaders of some of the other countries. But when we went to the followup meeting, we found every country very supportive with getting it on the 1986 agenda. That is why we were able to move it forward so rapidly.

Who were at these followup meetings?

Representatives of the eight countries involved, including Customs officials, drug enforcement officials or in some cases representatives of a Justice Department office that has narcotics as one of its responsibilities. Our delegation consisted of the Bureau of International Narcotics Matters in the State Department, DEA, the National Institute for Drug Abuse and the U.S. Customs Service, of course, as well as one or two others.

The head of the delegation was Jon Thomas who was the Assistant Secretary of State for International Narcotics Matters. He selected the delegation.

Jon Thomas must have had something in mind.

I think so. Following the First Lady's Conference last year it was felt that this was the appropriate time to raise the issue another level to the heads of state.

You have taken part in many bilateral discussions with Swedish Customs, Austrian Customs, Hungarian Customs, Spanish Customs and so on. What kind of issues are you discussing there?

These come under the heading of bilateral mutual assistance agreements. Formalizing cooperation into an agreement gives us the legal basis to use in our courts evidence or intelligence gained through such cooperation. A bilateral agreement properly defined is similar to a treaty but between two governments at an agency-to-agency level. In our case, the agreements specifically deal with violations of Customs laws, primarily fraud against the revenue or the illegal transport of high technology.

I didn't know that we had bilateral agreements with any of the Soviet Bloc countries, such as Hungary.

Throughout the world, customs services stand for the same thing within their governments.

So there appears to be a fraternity of customs services, even extending to the East Bloc. To be candid, our relationship with Hungary is much better than it is with many East Bloc countries. That's because of the level of cooperation that we have had from Hungarian Customs on narcotics, fraud and other interdiction matters.

Don't you sometimes represent Customs at meetings on Operation Exodus type problems?

This is partly our responsibility, although the direct line responsibility is with the Office of Enforcement. But when it comes to dealing with other governments on their assistance in investigating these cases or preventing the illegal flow of high technology, then I do get involved at the diplomatic level with negotiating agreements or understandings or contracts with the foreign countries.

Could you give me an example?

The bilateral agreement that we are in the final stages of negotiating with the Kingdom of Spain. We have a clause in the agreement that specifically deals with the illegal flow of high technology to East Bloc countries. And in that case my office and the Chief Counsel's office and the Customs Attache in Paris sat down across the table from the Spanish delegation and negotiated the agreement which should be ready for signature soon.

You previously ran the Saudia Arabian program. Are you still involved in this project?

Yes, I am, because it falls under my area of responsibility. But I have it in the hands of David Harrell now who is the director of the Office of Saudi Arabian Programs. It is a large program that unfortunately gets virtually no recognition. I think that's because its costs are fully reimbursed by the Saudia Arabian government.

It was set up under a joint commission established back when Dr. Kissinger was Secretary of State. But oddly enough it falls under the Secretary of Treasury, cochair in the United States and the Saudi Arabian Minister of Finance who is a cochair there.

We are most fortunate in that our counterpart, Sheikh Hamad Al-Rashudi, the Director General of Saudi Arabian Customs, is a very devout, dedicated, and progressive leader who is committed to having the Kingdom at the forefront of customs procedures and law enforcement technology. Since the beginning of this cooperative effort some 8 years ago, he has had one overriding goal in sight: to build the best customs service in the world.

Through this joint program, the Saudi Ministry of Finance has invested over $150 million toward automation of virtually all of its operational and business systems. Starting from a base of totally manual operations in Saudi Customs, over the past few years this program has administered the construction of a $33 million ultramodern computer center, the training of some 75 Saudi Customs officers who today

are helping to operate that computer center, the initial installations of equipment that will eventually link all parts of the Kingdom through an advanced configuration of local-area networks, and the implementation of the first few of a long schedule of customs data systems.

Another major priority for Saudi Customs has been the detection of contraband narcotics and munitions at its air, land and sea ports. Recent innovations have included canine detection and x-ray technology. Through this program, U.S. Customs has assisted with the implementation of a Saudi Customs Canine Enforcement Program. Some 60 canine enforcement teams, trained at our Canine Enforcement Training Center in Front Royal, Va., are now operating at seven locations throughout the Kingdom. Because of the excellent results achieved so far, continued expansion to additional ports is in progress. In addition, 55 baggage x-ray machines have been purchased through this program, and are being installed at major ports of entry in Saudi Arabia.

What kind of joint research and development programs are we working on with them?

The Saudis, through their U.S. Customs advisors in the Kingdom and here in Washington, are constantly evaluating and upgrading their enforcement technology. They have worked with the U.S. Customs R & D Office in the evaluations of an electronic tracking system which will allow for the tracking of transit cargo 1200 miles across the Kingdom. They have evaluated and purchased thermal detectors, fiber optics, gamma ray back scatter devices and sonic measuring devices for use in special high tech vans which will be stationed at each port of entry.

The Saudis are monitoring the latest developments in high tech contraband detection both in the United States and Europe, such as nuclear magnetic resonance and computer generated pictures using the gamma ray back scatter device.

So a lot of very advanced thinking is going into their plans for controlling customs matters and contraband interdiction.

Doesn't Saudi Arabia have a lot of open borders, something like we have in the Southwest?

Yes. On two sides they have sea borders, the Arabian Gulf and Red Sea. And they share borders on the north with Iraq, Jordan and Kuwait. To the east is Qatar, the United Arab Emirates and Oman. Of course, right across the Gulf is Iran and to the South they have to deal with a Communist country, South Yemen. So they have some very, very sensitive security problems.

You've said what you like most about your job. What do you like the least?

Probably the perception that my kind of travel is fun.

But also the long hours involved, the days and weeks away from home and family and since the business schedule is always full, there's little or no time for sight-seeing or enjoying the points of interest in the foreign country like a tourist would. Of course, that's as it should be. I can guarantee it is hard work■

British Share Narcotics Detection Technology

Her Majesty's Customs and Excise is employing technology developed by the U.S. Customs Service to screen arriving passengers for concealed narcotics. The system at London's Heathrow Airport, dubbed the wind tunnel, can screen four passengers per minute. The process uses no X-rays or other form of radiation, so is completely safe for use in an airport.

Black History Month

Remarks by Mpho Tutu (center), daughter of Nobel Peace Prize winner Desmond Tutu, merited a standing ovation. Miss Tutu took part in Black History Month as did (left to right) former Assistant Commissioner Gene Mech, the Reverend Nathaniel E. Porter, Special Assistant to the Commissioner (Equal Opportunity) Earl Mitchell and Thommie Washington.

Every February federal agencies observe Black History Month with special programs and ceremonies.

Institution of Black History Month is credited to Carter G. Woodson according to the Association for the Study of Afro-American Life and History at the National Archives.

In 1915 Woodson formed what was then called the Association for the Study of Negro Life and History. This organization was to teach about black history. In 1916 it began the Journal of Black History. However, it was not until 1926 that Woodson came up with the idea that there should be a "Negro History Week" during the month of February. During the bicentennial year of 1976, a strong interest in black history convinced Congress that the week-long event should stretch out over the entire month.

Since then February has become a time for observing the tradition of honoring the experiences, history and aspirations of the black members of the American family.

The month of February has also become a time for many to reflect on what strides have been taken to promote equality for blacks in the federal government.

This year in Customs headquarters, programs were planned by a Black History Committee made up of Brad Veloz, Thommie Washington, Barbara Smith, Gil Machin, Valenceia M. Prather and Stephanie Garbarczuk. The kickoff film "Dr. Martin Luther King, Jr. . . . An Amazing Grace" presented an historical overview of the struggles for racial equality in America.

In keeping with this year's theme "The Afro-American Experience: International Connection," the main programs featured Martin Luther King, III, and Mpho Tutu, the son and the daughter of two Nobel Peace Prize laureates.

Tutu, daughter of Desmond Tutu, focused on the American citizen's reaction to apartheid in South Africa. In the beginning there was much attention to the black's quest. The attention has tapered off and the enthusiasm of the American people is not as prevalent as before. Using the television overviews of South Africa now as an example—"the cameras are gone." She concluded in asking the audience "would South Africa become forgotten . . . could we . . . should we?"

King recalled memories of his father and his father's cause. He brought the cause up to date. As a powerful country, we can't ignore our own homeless, poor and hungry, according to King■

Valenceia M. Prather works at Customs headquarters as an equal employment opportunity specialist.

197 Going on 200 . . .
NOTES FROM NEW HAMPSHIRE

by Michael N. Ingrisano, Jr.

While gathering information for a biographical directory of Customs personalities, it was necessary to enlist the services of state libraries. Since Customs has always had offices in the various states, it seemed logical to assume that these libraries would be natural depositories for information on local personalities. And since the early officers of Customs were political appointees, they would, in all probability, have been in local or state politics. Hence, some records would be available.

Of all the states solicited, almost half responded. Recently, the State Library of New Hampshire provided a wealth of material. This has been culled so that factual material for biographies has been placed in Volume 2 of our biographical directory.

Unfortunately, a biography is the cold reporting of facts. Many stories about the personalities must be left unwritten. It seemed appropriate then that some of these stories should be preserved for posterity. They appear here as "Notes from New Hampshire," a tribute to the men who served the United States Customs Service—a tribute which shows them as flesh and blood, not coldbloodedly as statistical automatons.

They Sailed With John Paul Jones

Two of the personalities who served with Customs were Captain Nathaniel Kennard and Lieutenant Elijah Hall. Both served with Captain John Paul Jones during the Revolutionary War.

At the beginning of the Revolutionary War, Kennard volunteered and served for one year with the first regiment in Massachusetts. After a year, he signed on board a privateer. He was captured and taken prisoner by the British, and kept in confinement for over two years in Mill Prison in England.

He was then taken to France in an exchange of prisoners, and was put to service on the *Bonne Homme Richard,* commanded by Captain John Paul Jones. He saw action with Captain Jones. First ordered aboard a captured prize and then sent to France, Kennard was again taken captive by the British. Impressed into the British service, he was put to duty aboard the *Unicorn.* He managed to escape on the island of Jamaica, and returned to the United States.

During the War of 1812, Kennard was given command of a revenue cutter, and served until the end of that war. He was then made an Inspector of Customs at Portsmouth, N.H., where he served until his death in 1823.

Elijah Hall

Lieutenant Elijah Hall served with Captain John Paul Jones and was assigned to duty on the *Ranger.* He boarded the vessel in Portsmouth, just prior to her sailing to France on November 1, 1777. The *Ranger* cruised the area off the coasts of Scotland and Ireland, and on April 24, 1778, engaged the British ship, the *Drake.* The *Drake* was badly damaged and taken captive. Hall was in charge of the repair party that made the *Drake* seaworthy overnight.

When the *Ranger* left Brest, France, to return to the United States, First Lieutenant Hall stayed with the ship. After returning to this country, the *Ranger* engaged the British in several battles. In the defense of Charleston, S.C., Hall was taken captive by the British on May 11, 1780. He returned to New Hampshire but was unable to continue in active service since he was never exchanged until a general surrender of prisoners. He never resigned his commission; would not accept a pension for his military service; but did accept the appointment of Naval Officer (Comptroller) of Customs at the age of 75. He remained in office until his death in 1830 at the age of 87.

Mountain Man

Captain Ephraim Mahurin received an education at Middlebury College in Vermont. He was a teacher, had read for the law, and was a practical surveyor. At the outbreak of the War of 1812, Mahurin was appointed "an officer of the Customs on the frontiers of New Hampshire and Vermont." (He was the only Collector of Customs at White Mountains, N.H. since the position was abolished in 1822.)

As Captain of a company of regular soldiers, Mahurin was ordered to take a post at Stewartstown, N.H. He was also appointed an agent of the U.S. government and sent to Montreal to negotiate the release of one Samuel Pugh, a prominent citizen from Vermont who had been abducted by the British and imprisoned in Canada.

As a surveyor, he was employed by the State of New Hampshire to explore the highlands between the sources of the St. Francis and the Connecticut Rivers to determine the most northwestern branch of the St. Francis. In his last public office he served as road commissioner for the state of New Hampshire.

Eccentric

Eleazer Russell was the first postmaster for the state of New Hampshire and also the first Naval Officer (Comptroller) appointed by President Washington for the port of Portsmouth.

He maintained the Custom House in his home. Mortally afraid of smallpox and foreign epidemics, when a vessel arrived at the port, and the papers were carried to the Custom House, Russell would receive them with a pair of tongs, and place them over smoke to sterilize them before he examined them.

He never married. Three of his sisters lived with him for years. He had very strict and regular habits. For example, he would retire for bed every night at 9 p.m. The story is told of a visit by one Colonel Clapp. After a long dinner and conversation, the time approached 9 p.m. Russell invited the colonel outdoors to view the stars. He then bade the Colonel good night, closed his door, and left the Colonel to view the stars on his own.

When the yellow fever appeared in Portsmouth, in 1798, it first broke out in Russell's neighborhood. His fear of contagious diseases apparently hastened his death. Both his sister and a female friend died of the disease in Russell's house. He died within the same week, but his death was not attributable to the disease. He had lived to be 78 years old.

About Age

The "Fountain of Youth" was said to be somewhere in Florida. Yet one cannot help but note the ages of the men who served in Customs in the New Hampshire area. The biographies researched for this study cover approximately 100 years from 1789 to 1880, a period when most males were short-lived according to actuarial tables. Not so: All the following are from the port of Portsmouth. Age at death:

William Claggett, Naval Officer ..... 80 yrs.
James E. Dodge, Collector ..... 72 yrs.
Daniel F. Drown, Collector ..... 79 yrs.
John M. Frost, Surveyor ..... 72 yrs.
Josiah Hadley, Surveyor ..... 94 yrs.
Elijah Hall, Naval Officer..... 87 yrs.
Samuel Hall, Surveyor ..... 82 yrs.
.....and so on.....
James Ladd, Surveyor ..... 91 yrs.
Sampson B. Ladd, Naval Officer..... 83 yrs.
William Martin, Surveyor ..... 85 yrs.
John McClintock, NO.. 95 yrs.
Joseph Upham, Collector ..... 90 yrs.
George Wentworth, Surveyor ..... 80 yrs.

Do you think it's Customs or the climate in New Hampshire?

The Nancy Story

This story is related to Customs only in that Nancy Barton worked for Colonel Joseph Whipple, the first Collector for the Port of Portsmouth.

Colonel Whipple was one of the early pioneers who settled in the wilderness around the White Mountains in 1773. He selected a choice farming site on the banks of the Siwogannock River. He imported labor and help from his home in Portsmouth.

Among the domestics he brought to Dartmouth, the first white woman to have lived in the area, was one Nancy Barton. Nancy fell in love with one of Colonel Whipple's laborers.

She and her lover planned to go with Colonel Whipple to Portsmouth, and to be married there. In view of the trip, she drew her pay (which was considerable for that period) and gave most of it to her lover for safekeeping. She made a trip to Lancaster to get some clothing for the journey to Portsmouth.

While in Lancaster, she learned that the Colonel and her "false" lover had started the trip a day earlier than planned. Nancy returned to the Whipple home only to find that they had left that morning. She was determined to overtake them. With a small bundle, she started out late in the day in a blinding snow storm, on a long journey through the woods with only a small path. The men at Whipple's tried to dissuade her, but she was persistent and left.

The men felt sure that she would return once she realized the perils of the trip. After several hours, they decided that she indeed had followed.

Nancy's objective was to reach a camp that Colonel Whipple had built far below to the south before daylight the next morning. She knew that the Colonel always stopped there on his trips to and from Portsmouth.

When she arrived at the camp, she found that they had left a little while before, since the fires were still smouldering. She pressed on. In crossing a small brook, she slipped and wet her clothing in the cold waters. She pulled herself out and up on the bank but her wet, frozen clothing overtaxed her body. She crouched by a tree, and died. The men from Whipple's in pursuit of her soon found her cold, lifeless body.

It is said that her lover died a maniac. The brook in which she fell and a small bridge nearby became known as "Nancy's Brook" and "Nancy's Bridge."

There is also a Mount Nancy in the White Mountains, elevation 9810 feet.

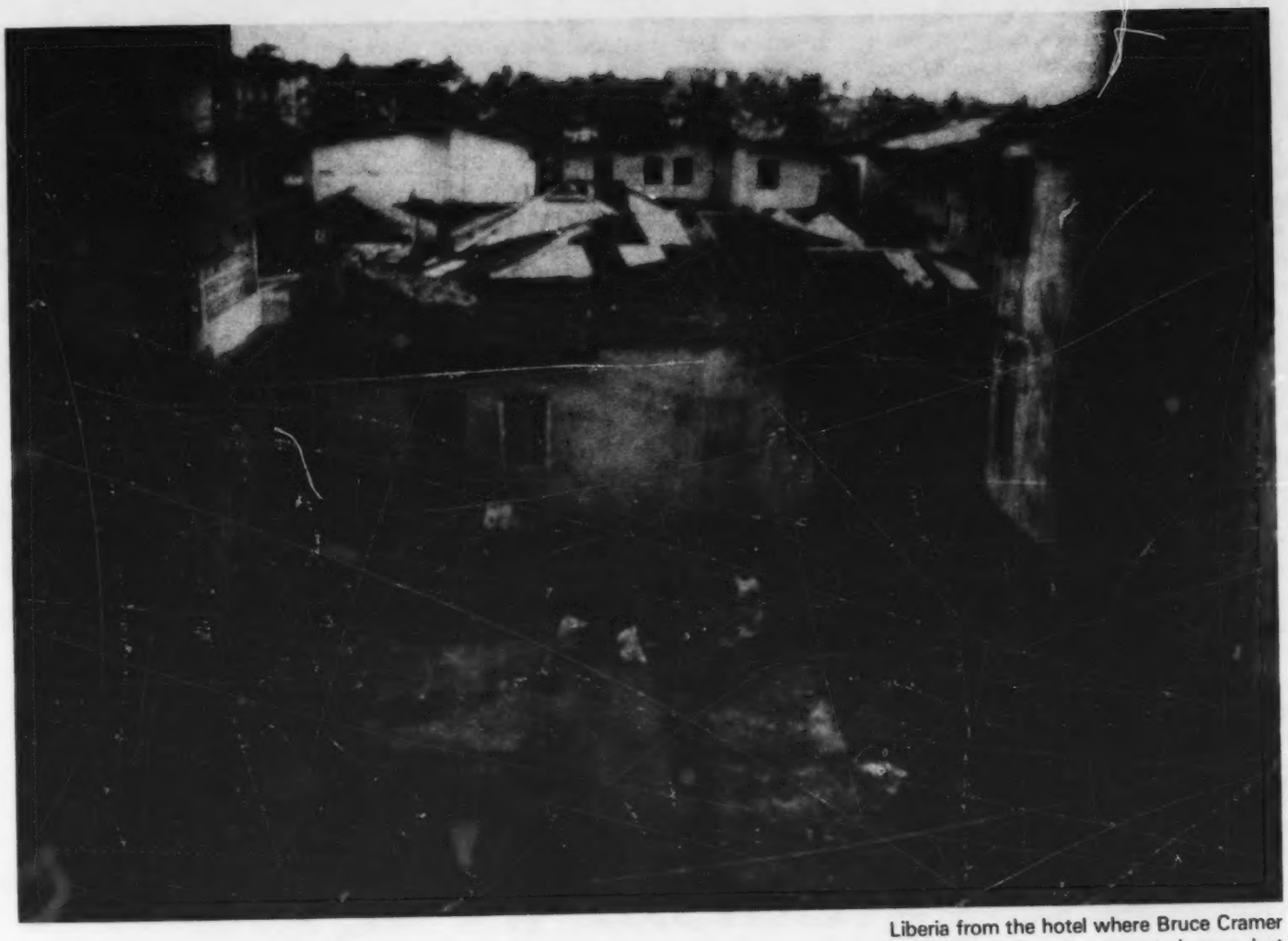
There is no indication of what Colonel Whipple knew about this affair or of Nancy's intentions to accompany them on the trip.

We have only this tale of love as left to us by the writers of the history of the White Mountain and its surroundings. If there is a moral, perhaps it has something to do with the age of the men who labored for Customs. We have no idea how long their wives and lovers lived■

Michael N. Ingrisano, Jr., is Acting Director, Information Services Division.

Out of Africa

by Bruce Cramer



Liberia from the hotel where Bruce Cramer holed up during an attempted coup last November.

On November 12, 1985, self proclaimed "liberation forces" under the leadership of an expatriot former commanding general, Thomas Quiwomkpa, attempted but failed to overthrow the Liberian government by force. This item probably made the world news of most major newspapers and other media in the United States and around the world. For at least one U.S. Customs employee, the event was more than a news item—it was a most unnerving experience.

Bruce Cramer, Office of International Affairs, had the misfortune to be in Monrovia, capital city of Liberia, on business during the attemped takeover. His mission was to review our four-man technical assistance project there for extension or modification. He did not expect to be in the country for more than two weeks to complete his assignment.

Cramer's trip, in fact the entire technical assistance project, was funded by Department of State's Agency for International Development (AID). Because there were no vacancies at the small, but conveniently located guest house two blocks from the AID compound just outside Monrovia, Cramer found lodging at Julia's Hotel in the center of town.

When the excitement started, therefore, he was totally cut off from his associates, who were all located on the outside of town 5 miles to the east. Having time on his hands and nothing else to do, he recorded his impressions of the unfolding events during his involuntary confinement to Julia's Hotel from Tuesday morning, November 12, until Thursday noon when he was finally "rescued" by our Chief of Party, Allen Weinstock.

* * *

It took nearly 2 more weeks for Cramer to obtain the exit papers which finally enabled him to leave the country—a process which would normally have taken only 24 hours.

Tuesday, November 12, 1985

7:45 a.m. Left room as usual. Noticed loud, crowd-like noises coming from the street as I approached door at end of hall. Briefly stepped outside noting large numbers of people lining the street as if waiting for a parade. Tried the door to the hotel lobby (where I usually have breakfast), but it was locked! Sensed something was definitely wrong and went quickly back to my room. Turned on the radio and heard the words ". . . have completely surrounded the city. Samuel Doe (Commander in Chief and President-elect of Liberia) is in hiding, but for him there is no escape . . . ." After the initial shock, listened more carefully to the official recorded statement. Curfew dusk to dawn. Borders, seaports and airports closed. The speaker was calm and matter of fact. The message was repeated numerous times interspersed with military music and what I gather is their national anthem.

8:30 a.m. Heard a BBC version of the news which noted it was too early to tell if the coup was successful. An order went out to have all dialectic newscasters report to the Ministry of Information.

9:00 a.m. Began airing of official statement in each of the roughly 20 tribal dialects. Local news reported that all government officials are under arrest and should be taken to the mansion (located about a mile from the beach where Doe publicly shot most of the former administration in the coup of 1980).

9:30 a.m. Local news reported that G. Alvin Jones (Minister of Finance—the office to which we are providing assistance) has been arrested. Additional changes in military leadership were also announced. Don't know what else to do but sit here. My vantage point from my window does not permit me to observe much. Three little kids playing in the yard out back as usual.

10:00 a.m. Still can't figure out the name of the deposing commander general (Thomas "Kulampa" or thereabouts). Heard on the news that people caught inciting riots or looting will be met with the "full force of the law." Fair enough, but I can't help but wonder: What is their usual policy with regard to rioting and looting? Sporadic fireworks heard throughout this a.m. From my bathroom window I can't see, but can hear the noises from the street out front. I've been trying to determine if the crowd sounds angry, scared, or happy. I'm leaning towards the latter. Liberians don't need much encouragement to party!

11:00 a.m. It's 6 a.m. in Chantilly. My family has probably not yet learned of all this. I feel relatively safe at present, but I wonder how the news will sound to them and everyone else who eventually learns of the coup.

11:02 a.m. First heard the word "bloodshed." I think it was used by an official of the deposed government who was either allowed or forced to make a statement appealing to the masses for peace. He sounded genuinely concerned about potential for violence (perhaps to himself!).

11:30 a.m. More talk about bloodshed. Someone from the military, sympathetic to new regime, came on the air to plead for Doe supporters to lay down their arms. New regime has control of air and ground forces. He went on to say the situation is under complete control, that no one needs to be afraid regardless of race, creed or color. Somehow I wish he hadn't thought it necessary to say that!

Noon: Announced the arrest of a dozen or so top government officials.

12:50 p.m. First mention of the word "invasion." It appears, based on the most recent announcement, that the first and second battalions may become unruly. The troops have just been warned not to obey any orders from officers not endorsed by the new commanding general (sounds like, Keewompa).

2:00 p.m. Thank God for Julia. Hotel clerk came to my door to tell me I had a phone call. Julia had the courage to open doors to the bar and restaurant today! I took the call in the bar. It was Tom Beeman inquiring as to my status. He said it was not possible for anyone to get over to my hotel, but that someone would be by eventually. He advised not to go outside.

While I was having lunch, a messenger came into the place to deliver a note to me. It was from Al Weinstock. The young boy could not find a taxi (most have been commandeered by the military), so he walked the five miles from AW's house, and would now walk back! I gave him $1.25 (all the change I had) and felt guilty about it almost immediately. Hope AW will give him something also. AW's note advised I lay low in the hotel and (hopefully) someone will be by to "rescue" me soon.

Now that some of this has started to sink in, I can say without qualification I'm scared. Coming back from the restaurant I had to walk just 10 feet to the hotel corridor door. In the brief trot from door to door, I spied several men in uniform toting major weapons. People still line the streets, mostly just sitting and watching.

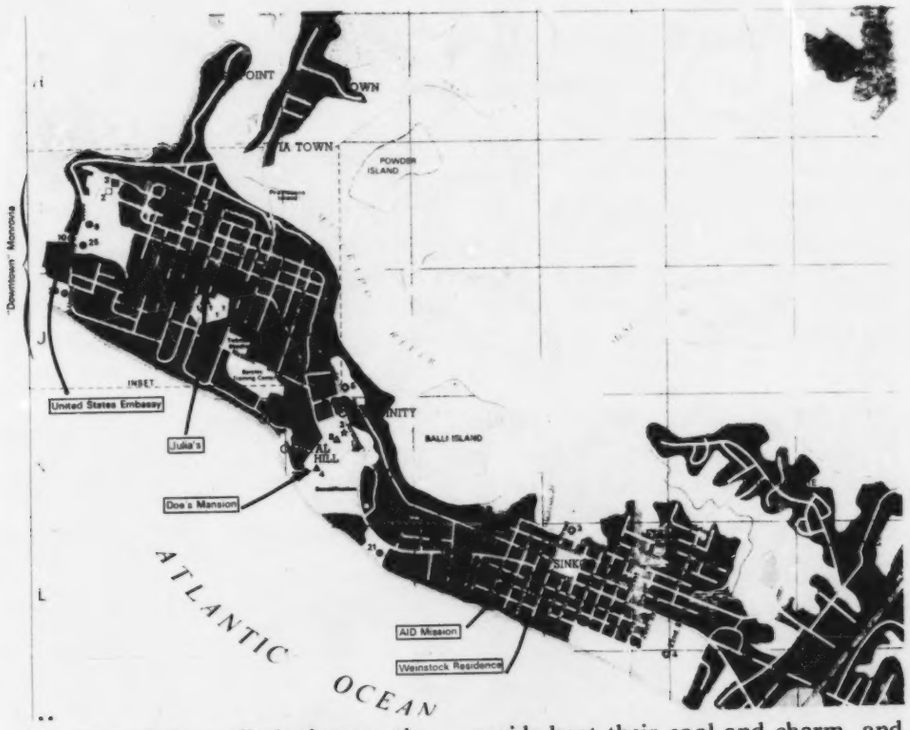
3:00 p.m. Finally! The radio is back. Curious apology and intro—a promise that Commander-in-Chief Doe will be speaking to us shortly! And here's Sammy! Fifteen rebels arrested. Ten killed. Sam says everything is under control, everybody stay at home (oh, don't I wish I had!), he is still head of state, and will be controlling the airwaves for awhile.

3:12 p.m. Sam again. Same message. Now I'm going to hear this same message in 20 different dialects for the rest of the afternoon.

3:20 p.m. Julia at my door saying downstairs bar/restaurant is closed, but she has an upstairs bar which will be open for the rest of the day! Hooray, I'm going for a beer!

7:30 p.m. Well, that was really nice. Her upstairs "bar" happens to be her home. She invited each of the seven people staying here into her personal residence. We played cards and chess, listened to the radio and watched T.V., such as it is in Liberia.

We heard a BBC newscast that seemed to cast some doubt as to whether the coup was in fact thwarted. Doe has definitely seized control of the only radio and T.V. station in the country because he's been shown reading the same prepared statement for several hours now. We can still hear shooting coming from the direction of the mansion. Things are still very confused. I hope this is settled one way or the other by tomorrow. My nerves are pretty jangled.



Now comes the really bad part—the long, lonely night! How does one sleep under these conditions? I keep thinking what people must be thinking back home. I hope Tom got through to someone who will tell my office I've been heard from.

All the other Customs people here are safe and sound in their guarded private homes outside of town. They're watching their VCR's and sipping their drinks while I'm sitting here in my small square room with one radio station which is pumping out political rhetoric, public warnings and incomprehensible African music. Now that I've got that off my chest, I'll close for the day by saying I've never felt so completely helpless in my life. This is absurd; Who am I writing all this to anyway?

Wednesday, November 13

Noon. The situation here is still confused. To be blunt, the situation looks rather bleak. I've just returned from what I had hoped would be a pleasant and short visit to the bar. It was neither short (approximately 5 hours), nor very pleasant. It did help to maintain my sanity, commiserating with people in the same predicament as myself. While I was standing at the bar, sipping my third beer of the morning, two soldiers sauntered in and slapped several rounds of ammo on the bar as if they were negotiable notes. The barmaids kept their cool and charm, and the soldiers eventually left without incident.

Before they departed, I was quietly discussing with my compatriots the soldiers' allegiance. Thinking they were anti-Doe, I hid my U.S. credentials in my shoe. We later decided they were pro-Doe! This is but one aspect of the very confusing situation in which I find myself. I'm reluctant to admit I'm American, and yet afraid to deny it.

Received another call from Tom Beeman. It really helps to hear a familiar voice (usually). However, this time I was not so relieved as last (when I was assured that the crisis was nearly over). Tom told me I was better off here than out towards Al Weinstock's place. The rebel forces have amassed near his residence and have set up a roadblock in that vicinity. They are shooting live ammo and apparently mean business. No cars are on the road that are not controlled by the military (one side or the other). Apparently what happens, although there is no daytime curfew, is that anyone caught driving a vehicle (including the hundreds of taxicabs) is subject to indiscriminate detention and seizure of the vehicle. And, because no one can be sure on what side a soldier is, negotiations can be extremely hazardous.

I believe Doe to be pro-American. There is no reason to believe the opposition leader (if he is still alive) would be anti-American. In fact we hear he lived in America for awhile.

Will all of this help me, or worsen my situation? Over the radio a few hours ago, a plea went out from JFK Hospital for blood donors. Again, is that a good sign or a bad one?

12:42 p.m. Showered, shaved and dressed, so I feel a little better. Everything I have on is clean, but I'm now out of clean underwear. I guess the next phase will be inside out undies.

Doe is saying over and over again that he has complete control of the situation. When Quiwonkpa had the airwaves he said the same thing. I can't be sure that either of these guys are even in this country. The statements are rebroadcast recordings, and there has been no live T.V. coverage on the scene. The absence of a free and open press is sorely missed by this correspondent.

4 p.m. I really do feel like a hostage, even after a lunch of smoked salmon and a glass of wine. Real ex-hostages would probably give me an argument! As long as one does not go outside, one is presumably safe. (I fully believed that until those two soldiers hit the bar with their ammo this morning!)

I called Tom B. again this afternoon. He had nothing new to relate except that USAID will be sending a cable to the States saying that I've been located unharmed (although not exactly sitting pretty!). That is somewhat of a relief, and I hope it will be received that way by my family. The local news on the radio at this time is pretty much worthless. Reruns of political rhetoric and public warnings.

* * *

Cramer finally made it home on November 28, Thanksgiving Day—too late for dinner but nevertheless thankful■

Bruce Cramer heads the Europe and Africa area desk for the International Programs Division.

Customs Women Win Invitational Pistol Match

by James R. Brown

Each year, the city of San Diego pays tribute to area women by observing "Women's Opportunity Week," to apprise local women of the career opportunities available to them. Federal, state and local agencies host events and seminars designed to benefit women in their various career pursuits.

On October 21, 1985, in observance of this week, Customs' Federal Women's Program Committee in San Diego sponsored the second annual Women's Law Enforcement Invitational Pistol Match. The match took place at the San Diego Police Department firing range.

Competitors came from eight law enforcement agencies: Customs, the Internal Revenue Service, the Immigration and Naturalization Service, the San Diego Sheriffs Office, the San Diego Marshals Office, the San Diego Police Department, the Naval Air Station Miramar Security Police and the U.S. Marshals office.

The women competed in two divisions, differentiated by weapon barrel length, using 2" and 4" weapons.

Customs took first place in both divisions. Inspector Margaret Vela of the Calexico port of entry scored 233 points of a possible 240 using a 2" weapon and Inspector Loni Soderberg of the San Ysidro border station scored 236 in the 4" division. Both inspectors also placed second in each division, Vela in the 4" division, and Soderberg in the 2" division.

Each competitor was awarded a certificate of participation. Trophies, donated by the California Fraternal Order of Police (FOP), were presented by San Diego FOP Trustee Greg Fay and Allan J. Rappoport, San Diego District Director of Customs.

Organizers of this year's match were San Diego FWP Manager Phyllis Isom and FWP Committee members Cindy Clark of the Customs Tactical Enforcement Group and Inspectors Sandra Pelles, Theresia Law, Ana Maldonado, Dottie Nigh, Sheila Casey, Chris Palacios, Bobbie Cassidy and Loni Soderberg. Range helpers, all of whom were volunteers, were SI Tom Mefford and Inspectors Kent London, Joe Proctor, Denis Grasska, Jim Sevel, Scottie Linney and Wayne Klein of the Federal Protective Service, San Diego.

Inspector Margaret Vela of Calexico took first place in the 4" division and second place in the 2" division. Greg Fay (left) of the Fraternal Order of Police and District Director Allan Rappoport recognize her achievements.

Participants take aim at the Women's Law Enforcement Invitational Pistol Match in San Diego.

James R. Brown is an Inspector in the San Diego District.

A Second Look at Centralization

Last spring centralization was little more than a management goal. Completed within less than a year, it has reduced Customs overhead by more than 200 full-time employees and will provide an annual recurring savings of more than $5 million. The savings and employee reductions were reallocated from administration to direct operational and enforcement programs.

The National Finance and Logistics Centers in Indianapolis now provide many support services. The centers are located in a new facility that was constructed to meet Customs needs. Most other administrative functions, personnel, budget and data processing, were centralized at Headquarters. All support functions were centralized by September 30, 1985.

Administrative centralization represents a fundamental change in the way support services are provided. Many manual systems have been automated, and previously automated systems have been upgraded.

Standard processing times have been established in each area, and all requests for service are tracked to completion.

In effect, administrative centralization has allowed Customs to take full advantage of technology and economies of scale to improve the speed and quality of its support services■

Dedication of the new Customs building in Indianapolis featured Sen. Richard G. Lugar (R-Ind) in the role of keynote speaker. Customs dignitaries who shared the stage with the Senator included the Commissioner and North Central Regional Commissioner Richard G. McMullen (to Lugar's right).

Contributions for *Customs Today*

The editors of *Customs Today* welcome new blood. Count on a byline or a photo credit when we use your contribution. The best photographs for a publication such as this are:

- Close up: Make yourself unobtrusive then catch the unposed action of your coworkers.
- Natural: Avoid flash whenever possible. If you're shooting specifically for *Customs Today*, use black and white film.
- Meaningful: Film is cheap. Shoot a lot of pictures to come up with one picture or a sequence of photos that tells a story. In this day of television, your visual image is at least as important as any words.

Most *Customs Today* articles describe Customs programs. Short features on extracurricular activities of Customs employees can be used for Customs Cameos. Manuscripts should be typed, double space, no longer than six pages in length. Address your contributions to:

Editor, *Customs Today*
Room 6311
U.S. Customs Service
Washington, D.C. 20229

Customs Cameos

Battiste Receives Commissioner's Award

"How do you thank someone for saving your child's life. . . " Thus began a letter addressed to New Orleans District Director Joel Mish written by a grateful father for the heroic actions of Customs Canine Enforcement Officer Charles Battiste.

During the midnight hours of a Fall evening, Mr. Battiste was returning home from a military training exercise and noticed an automobile parked along the Interstate Highway in eastern New Orleans. The auto was smoking from the engine area. Charlie exited the expressway and returned to offer assistance.

What Charlie found was an 18 year-old boy unconscious in the driver's seat and smoke coming from the engine. Ignoring obvious danger to himself, Battiste administered mouth-to-mouth resuscitation, reviving the young man enough to be moved from the auto just before it burst into flame and was destroyed.

In Mr. Fayard's letter calling attention to Battiste's heroic actions, he expressed a "hope that someday he (Charlie) will be rewarded for his kindness." Presentation of the Commissioner's Exceptional Service Award by Regional Commissioner J. Robert Grimes was Customs' recognition of Battiste's life-saving act of heroism.

Honored with the Commissioner's Exceptional Service Award in the office of District Director Joel Mish, Charlie Battiste (second from left) receives congratulations from Mish (left), Mr. and Mrs. Hiram Fayard (parents of the rescued youth) and Regional Commissioner J. Robert Grimes.

Robert Dwyer—Excelsior!

by John T. Ryan

Import Specialist Robert Dwyer of the Port of Champlain, New York, recently joined an elite group known as the "Adirondack Forty-Sixers." The organization, under the aegis of the Adirondack Mountain Club, is made up of hikers who have climbed the 46 major peaks in the Adirondack Mountains. It is dedicated to environmental protection, education for proper use of wilderness areas and participation in work projects which further these goals.

Beginning his quest in 1981, Bob spent many weekends traveling south from his home in Chazy, New York, near the Canadian border, to the heart of the Adirondacks south of Lake Placid. When the mountain peaks were close to one another, his goal of 46 peaks did not seem too difficult. One weekend he was able to climb five peaks. However, on many other occasions, climbing a peak meant a hike of 20 miles or more, retracing steps over previously climbed peaks enroute to a new challenge.

Bob's fellow employees have shared in his adventure through his Monday morning recounting of his weekend experiences. One story they recall vividly is the weekend Bob took his wife, JoAnn, along on an overnight hike. It was JoAnn who awoke Bob to report strange sounds outside their tent. A bear had climbed 15 feet up a tree and was successfully grabbing their food from a rope that Bob had suspended between two trees. The bear even ate the labels from the cans!

Bob is also active in local youth activities. He has organized a hiking club at Chazy High School and serves on the Board of Directors of the North County Girl Scout Council. Annually, he leads a group of parents to perform maintenance at the area's Girl Scout Camp—in the heart of the Adirondacks, of course.

John T. Ryan works as an import specialist in Champlain, N.Y.

Job Fair for Typists and Secretaries

by Lyn Holley

Faced with an unusual backlog of clerical vacancies last winter, the Office of Human Resources organized a Customs Job Fair for Typists and Secretaries.

Before scheduling the Job Fair, the Mission Support Division of OHR analyzed the problem to determine how best to use Job Fair hiring. A major obstacle to hiring had been the lapse of time between selection and firm commitment due to required security clearance.

Mission Support worked with executives from the Office of Enforcement to develop a means for immediate hiring. The method chosen was to hire for temporary support jobs created in Enforcement. Support pool staff would work in nonsensitive assignments in the Comptroller's area until their background investigations had been completed. With this and other obstacles overcome, Mission Support organized the Job Fair to achieve both immediate and long term results. The immediate result of the Job Fair was to reduce the backlog in Headquarters almost to zero.

One of the long term benefits of the Job Fair was an enriched supply of applicants for typist and secretary jobs. Strategies for achieving this included providing Job Fair applicants who did not have Civil Service ratings with forms and counseling about how to get appropriate ratings. By February, numbers of applicants on file had increased from fewer than 10 to more than 100.

The Job Fair was also expected to enhance the image of Customs. To achieve this, OHR collaborated with the Office of Public Affairs, exhibiting photographs of Customs activities, and continuously showing a Customs videotape. More than 30 Customs managers participated in the Job Fair, meeting applicants and conducting interviews.

Lyn Holley is a Personnel Management Specialist in the Office of Human Resources, Washington, D.C.

Job Fair activity hums as Personnel Clerk Diane McNeal checks references over the telephone while Personnel Assistant Jeanette Orey (seated) advises a potential job applicant.

Arrests in Von Amelunxen Case

A combined Customs-New York City Police investigation into the murder of CPO Roger Von Amelunxen has resulted in the arrest of three men. The three are charged with robbery, possession of a firearm and the murders of Von Amelunxen and New York City taxi driver Paul Van Wyk.

Senior Special Agent Modrak of JFK Airport and New York City Detective Steven Weiner of the Queens 110th Precinct are coordinating the probe. Efforts continue to identify a fourth assailant.

Von Amelunxen was killed by four assailants on July 30, 1980 when he stopped his vehicle to check a tire. He had just completed his tour of duty at JFK. Van Wyk was murdered earlier the same day.

Latent prints found at both crime scenes and ballistic results linked the two killings and led to identification of two suspects. The same weapon, a sawed-off 22 calibre rifle, had been used to kill both men. After repeated interrogation of informants and prison inmates, Weiner was able to identify a third assailant.

The three suspects were indicted April 24. Two are currently serving life sentences for another double homicide.

* * *

The Roger L. Von Amelunxen Foundation, established by the victim's father, helps Customs officers wounded in the line of duty or families of Customs officers killed during law enforcement actions. You may send contributions c/o the Regional Commissioner, U.S. Customs Service, 6 World Trade Center, New York, New York 10048. For further information, contact SSA Jim Whelan on FTS 668-2900.

Reports From the Regions

New York Region
Premier Motor Vehicle Operator Retires

by Janet Rapaport

After almost 24 years in the Customs driver's seat, Willie Koff is retiring. On March 12 family, coworkers, former Commissioners (and passengers) toasted Willie with "one more for the road," at a retirement luncheon in his honor at the Fort Hamilton Officers Club in New York. Good cheer and good-byes were shared as Willie received gifts, letters of commendation and a plaque and other momentos, commemorating his tenure as premier Customs motor vehicle operator.

Through his rear-view mirror, Willie has learned the workings of Customs administrations since 1962. Former Customs Commissioners Nichols, Johnson, Ambrose, Acree, Chasen and present Commissioner William von Raab and Deputy Commissioner De Angelus have been escorted all around town by Will.

New York Regional Commissioners, back to the days when the title was Collector of Customs, have had the pleasure of Willie's wit and confidence at the wheel.

Speaking of wheels, riders in the back seat have included foreign dignitaries, ambassadors, Congressmen and judges. Former Treasury Secretary Donald Regan, Assistant Secretary John Walker and U.S. Treasurer Francine Neff received Willie's courteous and careful attention to their transportation needs. Willie chauffeured Celeste Holm when she visited the Customhouse as part of her involvement with the Federal Executive Board's blood drive.

Regional Commissioners Dennis Snyder, Donald Kelly and former Regional Commissioner Fred Boyett honor the retiring Willie Koff, premier motor vehicle operator.

Leaving his duties as transporter behind, Willie will be heading South. He is looking forward to enjoying his retirement with family and friends in Florida.

Janet Rapaport is the Acting Public Affairs Officer for Customs New York Region.

Southeast Region
Customs Training Aids Explorer in Identifying Felon

By Frederic D. Haiduk

When David E. Shank, vice president of Customs Explorer Post # 746 in Jacksonville, Fla., encountered an armed robbery in progress at a local service station last December, he put his Customs training to work.

Maintaining his "cool" and responding in a professional manner, he surveyed the scene, noting every detail, before he dispatched a civilian to call the police.

Thanks to Shank's complete description of the holdup men and their vehicles, the Jacksonville Sheriff's Office was able to apprehend and arrest the felons after a short chase. The stolen money and their weapons were still in their possession.

In his written statement to the police, Shank explained the reason for his heightened powers of observation. "Having had a surveillance lecture at one of our meetings, I was alert at the time to notice everything I saw."

Frederic D. Haiduk is Special Agent-in-Charge, North Florida

South Central Region

Explorers Combine Learning, Community Service

by Liz Orgeron

Customs Explorer Post #859 became the first in the South Central Region when it was chartered in April 1985.

The 20 young adults, all interested in law enforcement careers, meet at the Customhouse in the post biweekly to learn the basics of law enforcement from men and women of the Service volunteering as advisors to the Post. Programs include hands-on exercises in enforcement techniques—radio communications, firearms safety and surveillance procedures. The long-term goal of the Explorer Program is to provide career information while training the youths to perform valuable tasks for Customs employees in their inspectional and investigative duties.

Post Advisor and Special Agent Nancy Tierney directed a recent community service project of Post #859, a child fingerprinting program. A training session was conducted by Harbor Police to teach the Explorers fundamentals of obtaining good, legible fingerprints. Practice sessions followed, with Harbor Police and Post advisors critiquing the trainees' final print products.

On "Explorer Print Day at the Mall," literally hundreds of children were brought to the four print stations. Ranging in age from 2½ months to 16 years, the children cooperated to the fullest—sometimes with even more effort than the Explorers needed! And though the procedure was much less painful than a doctor's office visit, candy suckers were presented to all willing participants along with the permanent fingerprint record.

The program was labeled a success by all who worked with the Post and plans continue for training programs and similar community service projects.

Special Agent Arthur Reifke is developing contacts to establish additional posts within the South Central Region. Reifke serves as Regional Coordinator for the Customs Explorer Program, a division of the Boy Scouts of America.

New Orleans Explorer Karen Billiot gets full cooperation from Crystal Gail Ellison during this community service project. Crystal is the daughter of Supervisory Canine Enforcement Officer Rick Ellison. Rick and Janet Reifke (top left) were two Post Advisors overseeing the fingerprinting program.

Camera on Customs

Calexico Explorers Witness Marijuana Seizure

Customs explorers Guadalupe Figueroa and Cesar Lomeli were watching when Calexico Inspector Tony Paez examined a suspicious-looking pickup truck. Inside a false compartment the inspector found 179 pounds of marijuana.

CET Team at JFK Unearths $70 Million in Cocaine

Inspectors Fred Backes (left) and Angelo Quagliato drilled into a shipment of "plastic spare parts" and uncovered 230 pounds of cocaine. The contraband has an estimated street value of $70 million. Backes and Quagliato are members of the Contraband Enforcement Team (CET) at JFK International Airport.

Basic Intelligence Analyst School at FLETC

Underscoring the value of intelligence, Customs has instituted a Basic Intelligence Analyst School at the Federal Law Enforcement Training Center (FLETC) in Glynco, Ga. The 4-week course was developed by Fred Beckley, with the assistance of detailed intelligence analysts Glen Ross and Matt Swift. Participants in the first session included (l-r) Fred Sadler, Beckley, Etsuko Fujimoto, C. Vernon Francis and Ralph Shank.

Herbert K. Shera, director of the Intelligence Support Division, addresses a seminar of Designated Intelligence Officers (DIO's) in Leesburg, Va. DIO's were tapped to stimulate the flow of intelligence from the local level. DIO's (Enforcement) are assigned to all Special and Resident Agent in Charge offices; all districts now have DIO's for Operations.

Training Designated Intelligence Officers

Ocean Carrier Agreement

Then Southeast Regional Commissioner of Customs Edward Kwas (left) and William Armstrong, vice president for operations of SeaEscape Limited, sign a joint agreement in Miami, December 6, designed to help deter drug smuggling aboard the cruise line's vessels. The pact provides for such things as regular shipboard searches for narcotics by ship's officers and drug detection training programs for security personnel. It is the first of its kind between Customs and a cruise line. Customs has established similar agreements with a number of air carriers.

Mutual Customs Assistance Agreement With Italy

Representatives from the United States and Italy pledge assistance in Customs matters at the formal signing of a Mutual Customs Assistance Agreement. Pictured from left to right are: Francesco Corries, the Italian Consul General in New York City; General C. M. Renato Lodi, Commanding General of the Guardia di Finanza; Alfred R. De Angelus, Deputy Commissioner; Giovambattista Cantiello, Director General of Italian Customs; Assistant Commissioner (International Affairs) James W. Shaver; William von Raab, Commissioner of Customs; Special Counsel H. McLean Redwine; Senator Alfonse M. D'Amato of New York; Kathleen Luciano, State Department interpreter; and the U.S. Ambassador to Italy, Maxwell M. Rabb.